

SMALL BOAT CHECK LIST

SHIP NAME: _____ INSPECTOR _____ BOAT REG # : _____

SHIP HULL # : _____ DATE: _____

THE SHIP'S SMALL BOAT HAD THE FOLLOWING DEFICIENCIES:

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| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT HULL WAS DAMAGED/CRACKED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | HOISTING SLINGS WERE OUT OF WEIGHT TEST PERIODICITY |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | HOISTING SLINGS WERE MISSING WEIGHT TEST TAGS/LABELS |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | HOISTING SLINGS WERE MISSING WEIGHT TEST DOCUMENTATION |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | NAVIGATION LIGHTS WERE INOP |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | NAVIGATION LIGHT WAS NOT KEYED TO SOCKET |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | HAND BILGE PUMP WAS INOP/MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | INSTALLED MECHANICAL/ELECTRICAL BILGE PUMP WAS DISCONNECTED/INOP |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | INSTALLED MECHANICAL BILGE PUMP BELT WAS LOOSE/MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BILGE PLUGS WERE DAMAGED/MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | LIFTING PADS AND RINGS WERE HEAVILY RUSTED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT BELL WAS NOT INSTALLED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | HORN WAS INOP |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT COMPASS WAS NOT MOUNTED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT COMPASS WAS NOT ILLUMINATED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | DEVIATION TABLE WAS MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | 18" /24" LIFE RING WAS MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | LIFE PRESERVERS WERE MISSING/NOT MAINTAINED IAW PMS |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT LABEL PLATE WAS MISSING/NOT LEGIBLE |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT ALT PLATE WAS NOT POSTED/STAMPED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | MAXIMUM RPM LABEL PLATE WAS NOT POSTED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | "NO SMOKING" SIGN WAS NOT POSTED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | SMALL BOAT RECALL SIGNALS WERE NOT POSTED |

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| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | SMALL BOAT FUELING INSTRUCTIONS WERE NOT POSTED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | DECK PLATES WERE MISSING/UNSECURED/RUSTED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | PORTABLE FIRE EXTINGUISHER WAS NOT MOUNTED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | PORTABLE FIRE EXTINGUISHER WAS NOT INSPECTED IAW PMS |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ANCHOR WAS MISSING/DAMAGED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ANCHOR LINE WAS MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT HOOK WAS MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT ENSIGN WAS MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | EMERGENCY TILLER WAS MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | CABIN INTERIOR LIGHTS WERE INOP |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | STEERING GEAR ASSEMBLY WAS SEVERELY CORRODED/DAMAGED/INOP |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | RUDDER STOPS WERE DAMAGED/BENT/MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | RUDDER DID NOT FULLY CYCLE TO THE RUDDER STOPS |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE COLD WEATHER START ASSIST DEVICE WAS NOT INSTALLED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BATTERY COMPARTMENT WAS NOT SEALED FROM THE ELEMENTS |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BATTERY QUICK DISCONNECT SWITCH WAS INOP/NOT INSTALLED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BATTERY ACID LEVEL WAS LOW |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BATTERY CABLES WERE CHAFED/NOT SECURED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | STARTER CABLES WERE CHAFED/NOT SECURED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | STARTER ELECTRICAL TERMINALS WERE NOT INSULATED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE START NEUTRAL SAFETY SWITCH WAS INOP/DISCONNECTED/BY-PASSED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ALTERNATOR WIRES WERE CHAFED/NOT SECURED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ALTERNATOR ELECTRICAL TERMINAL WERE NOT INSULATED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ALTERNATOR BELT WAS LOOSE/MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ALTERNATOR BELT GUARD WAS MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ELECTRICAL WIRES WERE IN THE BILGE |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ACCESS/INSPECTION PLATES WERE MISSING/NOT SECURED/SEVERELY CORRODED |

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| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | CLEATS WERE MISSING FASTENERS/DAMAGED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | SAMSON POST NORMAN PINS WERE BROKEN |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE COVER WAS MISSING/DAMAGED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE COVER LATCHES WERE DAMAGED/MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | LAZARETTE DECK WAS OILY/CONTAINED WATER |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOW/STERN TAFT RAILING WAS DAMAGED/MISSING FASTENERS |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT AWNING ASSEMBLY WAS MISSING/INCOMPLETE |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT BEADING WAS DAMAGED/MISSING SECTIONS |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE LUBE OIL LEVEL WAS LOW/HIGH |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE JACKET WATER LEVEL WAS LOW/HIGH |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | FUEL HOSES WERE LEAKING/CHAFED/NOT TAGGED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | LUBE OIL HOSES WERE LEAKING/CHAFED/NOT TAGGED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | JACKET WATER HOSES WERE LEAKING/CHAFED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | RAW WATER HOSES WERE LEAKING/CHAFED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | CRANKCASE BREATHER TUBE WAS MISSING/NOT SECURED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE MOUNTING BOLTS WERE LOOSE/DAMAGED/MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE CHOCKS WERE CRACKED/SEVERELY DETERIORATED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE VIBRATION ISOLATORS WERE CRACKED/SEVERELY DETERIORATED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE REMOTE FUEL SHUT-OFF DEVICE WAS DAMAGED/INOP/NOT INSTALLED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE BLOWER SHUTDOWN DEVICE WAS DAMAGED/INOP/NOT INSTALLED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | INSTALLED SAFETY ALARMS WERE INOP (NO OIL, LOW OIL, HIGH WATER TEMP) |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | EXHAUST PIPING WAS NOT INSULATED PROPELLER WAS LOOSE/DAMAGED |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | WINDSHIELD ASSEMBLY WAS DAMAGED/MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | WINDSHIELD WIPER BLADES WERE DAMAGED//INOP/MISSING |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | ENGINE AIR FILTERS WERE MISSING INSTRUMENT LIGHTS WERE INOP |

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| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT CHOCKS WERE NOT MOUNTED FROM FIXED SUPPORTS OR FRAMES. |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | CHOCKS DID NOT CONSIST OF METAL SHOES TO WHICH WOODEN INSERTS WERE ATTACHED. |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | CHOCKS WERE NOT CONTOURED TO SUIT THE AREA OF THE HULL THEY BORE AGAINST AND WERE NOT OF SUFFICIENT SIZE TO AVOID LOCALIZED PRESSURE ON THE BOAT HULL (I.E. 6 INCHES MINIMUM WIDTH FOR WOODEN HULL, 10 INCHES MINIMUM WIDTH FOR METALLIC OR PLASTIC HULLS). |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | WOODEN INSERTS WERE NOT A MINIMUM THICKNESS OF 4 INCHES TO PERMIT RE-FACING OR REPLACEMENT IN THE EVENT OF BOAT SUBSTITUTION. |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | CHOCKS WERE NOT LOCATED OPPOSITE FRAMES, BULKHEADS, OR AREAS IN THE BOAT WHERE WEIGHTS WERE CONCENTRATED. |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | KEEL RESTS AND BOAT CHOCKS DID NOT HAVE 90 PERCENT MINIMUM CONTACT WITH BOAT IN STOWED POSITION. |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOATS WERE NOT SECURED IN THEIR STOWED POSITION UTILIZING GRIPES OR STRONGBACKS WITH GRIPE RODS. |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | TAKEUP DEVICES ON BOAT GRIPES WERE NOT MARKED TO IDENTIFY WHEN THE GRIPE IS PROPERLY ADJUSTED FOR A SNUG AND TIGHT FIT. THIS MARK IS TO SERVE AS A GUIDE TO PREVENT OVERTIGHTENING WHICH MIGHT CAUSE PERMANENT DEFORMATION TO THE GRIPE OR BOAT HULL. |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | TAKEUP DEVICES WERE NOT PROVIDED WITH A LOCKING FEATURE TO MAINTAIN SET ADJUSTMENT. |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | BOAT GRIPE RELEASES WERE NOT THE QUICK RELEASE TYPE/NOT READILY ACCESSIBLE |